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FORM PTO 1300 (REV. 12-2001)		U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE		ATTORNEY'S DOCKET NUMBER 102035-201	
TRANSMITTAL LETTER TO THE UNITED STATES DESIGNATED/ELECTED OFFICE (DO/EO/US) CONCERNING A FILING UNDER 35 U.S.C. 371				U.S. APPLICATION NO. (if known, see 37 CFR 1.5)	
				10 / 019920	
INTERNATIONAL APPLICATION NO. PCT/US00/18423		INTERNATIONAL FILING DATE July 5, 2000		PRIORITY DATE CLAIMED July 6, 1999	
TITLE OF INVENTION VEHICLE CAPTURE BARRIER					
APPLICANT(S) FOR DO/EO/US John N. Ousterhout and Kenneth L. Tacke					
Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:					
<p>1. <input checked="" type="checkbox"/> This is a <b>FIRST</b> submission of items concerning a filing under 35 U.S.C. 371.</p> <p>2. <input checked="" type="checkbox"/> This is a <b>SECOND</b> or <b>SUBSEQUENT</b> submission of items concerning a filing under 35 U.S.C. 371.</p> <p>3. <input checked="" type="checkbox"/> This is an express request to begin national examination procedures (35 U.S.C. 371(f)). The submission must include items (5), (6), (9) and (21) indicated below.</p> <p>4. <input checked="" type="checkbox"/> The US has been elected by the expiration of 19 months from the priority date (Article 31).</p> <p>5. <input checked="" type="checkbox"/> A copy of the International Application as filed (35 U.S.C. 371(c)(2))</p> <p style="margin-left: 20px;">a. <input type="checkbox"/> is attached hereto (required only if not communicated by the International Bureau).</p> <p style="margin-left: 20px;">b. <input type="checkbox"/> has been communicated by the International Bureau.</p> <p style="margin-left: 20px;">c. <input checked="" type="checkbox"/> is not required, as the application was filed in the United States Receiving Office (RO/US).</p> <p>6. <input type="checkbox"/> An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).</p> <p style="margin-left: 20px;">a. <input type="checkbox"/> is attached hereto.</p> <p style="margin-left: 20px;">b. <input type="checkbox"/> has been previously submitted under 35 U.S.C. 154(d)(4).</p> <p>7. <input checked="" type="checkbox"/> Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371(c)(3))</p> <p style="margin-left: 20px;">a. <input type="checkbox"/> are attached hereto (required only if not communicated by the International Bureau).</p> <p style="margin-left: 20px;">b. <input type="checkbox"/> have been communicated by the International Bureau.</p> <p style="margin-left: 20px;">c. <input type="checkbox"/> have not been made; however, the time limit for making such amendments has NOT expired.</p> <p style="margin-left: 20px;">d. <input checked="" type="checkbox"/> have not been made and will not be made.</p> <p>8. <input type="checkbox"/> An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371 (c)(3)).</p> <p>9. <input type="checkbox"/> An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).</p> <p>10. <input type="checkbox"/> An English language translation of the annexes of the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).</p> <p><b>Items 11 to 20 below concern document(s) or information included:</b></p> <p>11. <input type="checkbox"/> An Information Disclosure Statement under 37 CFR 1.97 and 1.98.</p> <p>12. <input type="checkbox"/> An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.</p> <p>13. <input type="checkbox"/> A <b>FIRST</b> preliminary amendment.</p> <p>14. <input type="checkbox"/> A <b>SECOND</b> or <b>SUBSEQUENT</b> preliminary amendment.</p> <p>15. <input type="checkbox"/> A substitute specification.</p> <p>16. <input type="checkbox"/> A change of power of attorney and/or address letter.</p> <p>17. <input type="checkbox"/> A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821 - 1.825.</p> <p>18. <input type="checkbox"/> A second copy of the published international application under 35 U.S.C. 154(d)(4).</p> <p>19. <input type="checkbox"/> A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).</p> <p>20. <input type="checkbox"/> Other items or information:</p>					

U.S. APPLICATION NO. <b>10/019920</b> N/A		INTERNATIONAL APPLICATION NO. <b>PCT/US00/18423</b>		ATTORNEY'S DOCKET NUMBER <b>102035-201</b>	
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<p>21. <input checked="" type="checkbox"/> The following fees are submitted:</p> <p><b>BASIC NATIONAL FEE (37 CFR 1.492 (a) (1) - (5)):</b></p> <p>Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO. .... <b>\$1040.00</b></p> <p>International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO ..... <b>\$890.00</b></p> <p>International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO ..... <b>\$740.00</b></p> <p>International preliminary examination fee (37 CFR 1.482) paid to USPTO but all claims did not satisfy provisions of PCT Article 33(1)-(4) ..... <b>\$710.00</b></p> <p>International preliminary examination fee (37 CFR 1.482) paid to USPTO and all claims satisfied provisions of PCT Article 33(1)-(4) ..... <b>\$100.00</b></p> <p style="text-align: center;"><b>ENTER APPROPRIATE BASIC FEE AMOUNT =</b></p> <p>Surcharge of <b>\$130.00</b> for furnishing the oath or declaration later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(e)).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">CLAIMS</th> <th style="width: 20%;">NUMBER FILED</th> <th style="width: 20%;">NUMBER EXTRA</th> <th style="width: 20%;">RATE</th> <th style="width: 20%;">\$</th> </tr> </thead> <tbody> <tr> <td>Total claims</td> <td>16 - 20 =</td> <td>0</td> <td>x \$18.00</td> <td>\$</td> </tr> <tr> <td>Independent claims</td> <td>2 - 3 =</td> <td>0</td> <td>x \$84.00</td> <td>\$</td> </tr> <tr> <td colspan="4">MULTIPLE DEPENDENT CLAIM(S) (if applicable)</td> <td>+ \$280.00 \$</td> </tr> <tr> <td colspan="4" style="text-align: right;"><b>TOTAL OF ABOVE CALCULATIONS =</b></td> <td>\$ 840.00</td> </tr> </tbody> </table> <p><input type="checkbox"/> Applicant claims small entity status. See 37 CFR 1.27. The fees indicated above are reduced by 1/2.</p> <p style="text-align: right;"><b>SUBTOTAL = \$ 840.00</b></p> <p>Processing fee of <b>\$130.00</b> for furnishing the English translation later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(f)).</p> <p style="text-align: right;"><b>TOTAL NATIONAL FEE = \$ 840.00</b></p> <p>Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). <b>\$40.00</b> per property +</p> <p style="text-align: right;"><b>TOTAL FEES ENCLOSED = \$ 840.00</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Amount to be refunded:</td> <td style="width: 40%;">\$</td> </tr> <tr> <td>charged:</td> <td>\$</td> </tr> </table>				CLAIMS	NUMBER FILED	NUMBER EXTRA	RATE	\$	Total claims	16 - 20 =	0	x \$18.00	\$	Independent claims	2 - 3 =	0	x \$84.00	\$	MULTIPLE DEPENDENT CLAIM(S) (if applicable)				+ \$280.00 \$	<b>TOTAL OF ABOVE CALCULATIONS =</b>				\$ 840.00	Amount to be refunded:	\$	charged:	\$	<p style="text-align: center;"><b>CALCULATIONS PTO USE ONLY</b></p>	
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a. ☐ A check in the amount of \$ \_\_\_\_\_ to cover the above fees is enclosed.

b. ☒ Please charge my Deposit Account No. 23-1665 in the amount of \$ 840.00 to cover the above fees. A duplicate copy of this sheet is enclosed.

deficiencies or


c. ☒ The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. 23-1665. A duplicate copy of this sheet is enclosed.

d. ☐ Fees are to be charged to a credit card. **WARNING:** Information on this form may become public. Credit card information should not be included on this form. Provide credit card information and authorization on PTO-2038.

**NOTE:** Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137 (a) or (b)) must be filed and granted to restore the application to pending status.

SEND ALL CORRESPONDENCE TO:



**27267**

PATENT TRADEMARK OFFICE

*William B. Slate*

SIGNATURE

William B. Slate

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NAME

37,238

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REGISTRATION NUMBER

## VEHICLE CAPTURE BARRIER

### CROSS-REFERENCE TO RELATED APPLICATIONS

This patent application claims priority of U.S. Provisional Patent Application Serial No. 60/142,365 entitled "Vehicle Capture Barrier" that was filed on July 6, 1999.

### BACKGROUND OF THE INVENTION

#### (1) Field of the Invention

This invention relates to a device for impeding the motion of a land vehicle.

#### (2) Description of the Related Art

The military and police officials are at times required to stop a moving land vehicle. For example, the military may be called on to stop a truck laden with explosives. The police may be called on to stop a speeding car containing suspected criminals. It is desirable that the occupants of these vehicles, that may include hostages, not be injured by immobilization of the vehicle. Therefore, immobilization by conventional methods such as road blocks using other vehicles and tire puncturing is not acceptable.

Devices to stop a moving land vehicle without injury to the occupants are disclosed in U.S. Patent Nos. 4,576,507 to Terio et al. and in U.S. Patent No. 4,824,282 to Waldecker. The Terio et al. patent discloses a pair of I-beams disposed on opposing sides of a roadway supported in an underground enclosure. Cables supported by shock absorbers extend between the I-beams. When the barrier is actuated, the I-beams rise from the underground enclosure, extending the cables across the roadway. The Waldecker patent discloses a plurality of fabric cylinders disposed in a trench extending across a roadway. A net is supported on one side of these cylinders. When actuated, gas generators fill the cylinders causing them to rise and form a barrier across the roadway. Impact with the gas-filled cylinders serves as a primary braking means to impede the land vehicle. The net forms a secondary braking means.

### BRIEF SUMMARY OF THE INVENTION

We have sought to provide a system wherein a flexible barrier strung between a pair of supports is used to stop and, preferably, capture a moving vehicle. Co-pending U.S. Patent Application Serial No. 09/290,850 (the '850 application) discloses exemplary systems for stopping and capturing vehicles. In preferred embodiments of that system, the barrier is deployed by telescoping actuators or erectors that serve as supports for the barrier in its deployed condition. Braking systems, associated with the erectors, may apply sufficient force to

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the barrier to stop the vehicle. The '850 application is incorporated by reference herein in its entirety as if set forth at length. There exist many problems in configuring the flexible barrier. It is clear that the barrier must have sufficient strength to stop the vehicle. Also, the barrier must be configured so that the vehicle will not completely penetrate the barrier through any gaps or apertures therein. There are, however, other problems which we have sought to address. First, many modern vehicle designs feature smooth, clean, surfaces, lacking sharp corners, protuberances, or other features that would catch on the barrier and prevent the barrier from slipping over (or under) the vehicle. The problematic vehicles are not, necessarily, those which one might initially think of as smooth and clean (e.g., sleek sports cars and the like) but include many modern trucks (in particular relatively bluff vehicles including passenger and cargo vans). Thus, particular attention needs to be paid to configuring the barrier and its support system to minimize chances of disengagement from the vehicle. Second, if the vehicle's tires pass over a bottom portion of the barrier, they may draw the barrier down over the front end of the vehicle, allowing the vehicle to run over the barrier.

We have found various problems to be particularly significant when protecting a relatively narrow pathway (e.g., a single lane). This is believed to be associated with the relatively short length of the necessary barrier not being as accommodating as is a longer barrier.

We have sought to minimize the possibility of barrier disengagement. Preferably, the barrier and its support system are configured to allow an impacting vehicle to travel deep into a pocket formed by the barrier, reducing a tendency of the barrier to slide up or down out of engagement with the vehicle. We have sought to elastically support the barrier (by elastic lift lines in a vertically deployable embodiment) such that stretching of the elastic members holds the barrier in position engaged to the front of the vehicle until sufficient tension from a braking system is present.

Preferably, the vehicle-engaging members of the barrier are oriented and configured to prevent the vehicle's tires from pulling the entire barrier beneath the vehicle. The barrier is provided with appropriately sized gaps, and its members oriented so that any tire beginning to ride up a barrier member will shortly encounter an empty space and disengage from the member without encountering another member to engage to continue the movement of the vehicle over the barrier. These gaps also allow a lower member of the barrier to pass sufficiently beneath portions of the vehicle to catch on such portions and avoid being pulled over the vehicle.

Accordingly, in one aspect the invention is directed to a device for capturing a target vehicle traveling along a pathway. A flexible barrier is supported in a deployed condition extending at least partially between first and second support members at a height that is effective

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to engage the target vehicle as the target passes between the support members. The barrier includes upper and lower members extending generally horizontally across the pathway when the device is in the deployed condition. A plurality of linking members extend between and are coupled to the upper and lower members effective to transfer a restraining force applied to at least one of the upper and lower members to the vehicle when the vehicle is engaged to the barrier. On each side of a barrier median, in an area starting about a foot (0.3 m) from the median and continuing to at least about 4 feet (1.2 m) from the median measured along the lower member, any linking members extend other than parallel to the median and leave one or more large gaps in the barrier effective so that a vehicle tire overriding the lower member and any portion of a linking member will encounter such a gap and, thereby, be unable to draw the barrier beneath the vehicle to drive over the barrier.

In various implementations of the invention, along said area any linking members may extend outward from the lower member to the upper member. The linking members may include a median member, and pairs of left and right inboard and left and right outboard members.

Along the lower member, each inboard member may be separated from its associated outboard member by a gap of at least 2 feet (0.6 m). The length of upper member between associated inboard and outboard linking members may be less than the length of lower member between associated inboard and outboard linking members. The separation between upper and lower members may be between 4 and 6 feet (1.2 and 1.8 m) at the median. The upper and lower members may be formed of nylon webbing. A pair of left and right polyester ropes may respectively span left and right ends of the upper and lower members and be coupled to left and right braking mechanisms. The device may be actuated from a stowed condition to the deployed condition. In the stowed condition the barrier is at a height effective to permit a non-target vehicle to pass over the barrier as said non-target vehicle passes between the support members.

A pair of left and right elastic members may be coupled to the upper member to raise the barrier from the stowed condition to the deployed condition and to maintain engagement of the barrier with the target vehicle in an initial phase of impact of the target vehicle with the barrier. Each elastic member may be coupled to the barrier by a nylon cord which has a tensile rupture strength between 75 and 150 pounds (330 and 670 N) which is effective to maintain the initial phase until the barrier is securely engaged to the target vehicle. The upper member may have a length of from about 10 feet to about 14 feet (about 3.0 to about 4.3 m). With the device in the deployed position and prior to vehicle impact the lower barrier may lie atop the pathway or a barrier enclosure and is therefore not suspended. The enclosure may have at top having a hinged cover element movable from closed to open conditions. In the closed condition the cover

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element protects the upper and lower barrier members from vehicles passing over the enclosure. In the open condition, at least the upper barrier member may be deployed upward past the cover element. The support members may each include a propulsion system effective to actuate the support member from a compressed condition to an extended condition.

5 In another aspect, the invention is directed to a device for stopping a vehicle traveling along a pathway on a terrain surface. The device includes first and second support members and a flexible barrier held therebetween. The barrier has upper and lower members and a plurality of linking members extending therebetween. The linking members are dimensioned and positioned so that a target vehicle impacting the barrier and causing a tire of the target vehicle to contact at  
10 least one of the lower members or linking members will cause such tire to override the contacting member and enter a gap from which the tire will be unable to engage further barrier members to draw the vehicle under the vehicle.

15 In various implementations of the invention, the linking members may be angled so that upon engagement of the tire with such a linking member the tire will not be able to ride along such linking member to the upper member when the vehicle normally impacts the barrier. The linking members may not cross over each other intermediate the upper and lower members. The barrier may be configured so that no linking member is angled substantially inward as it extends from the lower member to the upper member.

## 20 BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic view of a preferred barrier configuration.

FIG. 2 is a view of the barrier of FIG. 1 showing engagement with a vehicle.

Like reference numbers and designations in the several views indicate like elements.

## 25 DETAILED DESCRIPTION

FIG. 1 shows a preferred embodiment of a barrier 20. The barrier is illustrated in a deployed condition, prior to vehicle impact. The barrier includes an upper member 22 extending from a left end 23A to a right end 23B and a lower member 24 extending from a left end 25A to a right end 25B. In the deployed condition, the upper and lower members extend generally  
30 horizontally across the pathway (e.g., a road or lane thereof). The upper member is likely to have a modified catenary-like shape, while the lower member may be similarly suspended or may lie partially or entirely on the pathway, or in a barrier enclosure embedded in or positioned atop the pathway. If suspended, the lower member is advantageously very close to the pathway (e.g. within about five inches (13 cm)) or to the top of any enclosure so that the barrier will not

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engage the vehicle at a height where it is likely the barrier would be drawn over the top of the vehicle and the vehicle would thereby, drive under the barrier. Along a barrier median 100, a median member 26 is secured at its upper and lower ends to the upper and lower members, respectively. Left and right inboard barrier members 28A and 28B also span the upper and lower members on left and right sides of the median 100. The inboard members are secured at their lower ends to the lower member 24, median member 26, and each other at a common junction. The inboard members extend upward and outward to the upper member 22, secured to this at a distance from the median. A pair of left and right outboard members 30A and 30B also span the upper and lower members. Their bottom ends are secured to the lower member well outboard of the median 100 and also are directed upward and outward to their upper ends secured to the upper member 22. In the exemplary embodiment, the outboard members have a slightly higher slope than the inboard members. Although inboard and outboard members are preferably both at angles between about thirty and sixty degrees to the median, in the exemplary embodiment the inboard members are very close to an angle of forty-five degrees while the outboard members are at a lower (shallower) angle relative to the median (higher angle relative to the ground). For reference, these angles may be measured with the barrier in an unfurled condition.

Exemplary dimensions for the barrier portions are:

Dimension:	Value:
Upper member length from median to inboard linking members	36 in. (91 cm)
Upper member length from inboard to outboard linking members	28 in. (71 cm)
Upper member length beyond outboard linking members	7 in. (18 cm)
Median member length	56 in. (142 cm)
Inboard linking member length	69 in. (175 cm)
Outboard linking member length	69 in. (175 cm)
Lower member length from median to outboard linking member	33 in. (84 cm)
Lower member length beyond outboard linking member	36 in. (91 cm)
Rope length from upper member to brake line	62 in. (157 cm)
Rope length from lower member to brake line	45 in. (114 cm)

The aforementioned members are all preferably formed of a strong synthetic strapping or webbing (e.g., nylon) stitched to each other at all appropriate junctions. Alternatively, other materials such as cable or rope or other cordage (having spliced rather than stitched connections) may be used in place of stitched webbing. At their ends, one or both of the upper and lower

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members may be coupled to the support 70A, 70B and/or braking systems 72A, 72B (FIG. 2). To support the net, at the ends 23A and 23B, there is secured a short length 40 of nylon cord or other member which has a desired threshold tensile strength. At its outboard end, the cord is connected to an elastic member 42 such as a shock cord or bungee cord (for example, including a core of natural or synthetic rubber strands surrounded by a fabric jacket). The elastic member 42 extends under tension to a support member. To couple the barrier to the braking system, a member 44 (for example a polyester rope) extends between the adjacent ends of the upper and lower members. The members 40 and 44 may be secured to the barrier by appropriate means. For example, the ends of the barrier members may carry D-rings which are engaged by clasps on the appropriate ends of the members 40 and 44. At an intermediate location along the members 44, each is coupled to an associated brake line 50 which may be withdrawn from the associated braking system (e.g., a disk brake) to provide a resisting force for slowing the vehicle. A loop (or alternatively a D-ring) is sewn into the member 44 at the point of attachment of the brake line 50 which is then secured to the loop or D-ring via a clasp. Alternatively, the D-ring may be secured to the brake line with the associated member 42 passing therethrough. Alternatively, the member 44 may be formed into separate segments joining at the junction with the brake line or one of the segments may be unitarily formed with the brake line or one or both with one or both of the upper and lower barrier members.

FIG. 2 shows the barrier 20 associated with support and braking systems such as those shown in the '850 application at FIG. 35. The combined elements 40 and 42 take the place of the breakaway link and lift line of the '850 application while the brake line of the '850 application serves as the present brake line 50. FIG. 2 is based upon a photograph wherein the vehicle 73 (a full size 4-wheel Dodge RAM passenger van) was driven at very slow speed into the barrier merely to show positioning and relative relationship of the vehicle to the barrier and not to show the dynamics of barrier/vehicle interaction at speed. The exemplary support systems comprise nested telescoping pneumatic cylinders capable of being actuated from compressed to extended conditions to deploy the barrier driven by associated propulsion systems such as cylinders 74A, 74B of compressed gas.

When the barrier is deployed, advantageously, the lower member lies along the pathway 78 or supported by a barrier enclosure originally containing the undeployed barrier so that there is some slack in the linking members (median, inboard, and outboard members of the exemplary embodiment). The exemplary barrier enclosure 80 of FIG. 2 includes a hinged cover 82 which would be driven open by the barrier during its deployment. The impacting vehicle will initially contact the inboard and median members, pushing them forward and forming a pocket in the



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barrier. The original slack in the linking members facilitates formation of this pocket. When the slack is taken up, the members will tense. Tension in these members will then draw the upper and lower members around the vehicle. Tension in the elastic lift lines 42 will increase, allowing the lift lines to stretch and hold the upper member 22 elevated and in engagement with the vehicle. Eventually, the stretch and tension increase, with the latter reaching the threshold tension of the members 40 which rupture to free the barrier from the lift lines. The threshold tension is sufficient so that the members 40 will not rupture until the barrier is firmly engaged to the vehicle and is not likely to fall out of engagement with the vehicle.

If the vehicle's front tires begin to engage the barrier they must initially engage either the lower member or one of the various members linking the lower and upper members. Given the wide gaps along the lower member between the inboard and outboard members, it is likely that the tires will simply slip over the lower member into a gap. Should one or both of the tires, however, encounter one of the inboard or outboard members, the slope of such member will prevent the tire from "riding up" that member and drawing the barrier entirely beneath the vehicle. Rather, the tire will simply drive over a lower extremity of that member and into a gap. With the barrier fully engaged to the vehicle, advantageously, the lower member is not in contact with any driven tires of the vehicle to prevent spinning of such tires from cutting through such member. This may involve permitting the lower member to pass sufficiently between/behind the front tires to avoid contact therewith where a front wheel drive vehicle is concerned.

It is apparent that there has been provided in accordance with this invention a vehicle barrier that satisfies the objects, features and advantages set forth hereinabove. While the invention has been described in combination with specific embodiments thereof, it is evident that many alternatives, modifications and variations will be apparent to those skilled in the art in light of the foregoing description. To the extent physically practicable, various modifications and substitutions identified in the '850 application are also envisioned. Accordingly, it is intended to embrace all such alternatives, modifications and variations as fall within the spirit and broad scope of the appended claims.

## CLAIMS

We Claim:

1. A device for capturing a target vehicle travelling along a pathway, comprising:  
first and second support members (70A, 70B);

a flexible barrier (20) which, with the device in at least a deployed condition, is held  
extending at least partially between said first and second support members at a height that is  
effective to engage the target vehicle as said target vehicle passes between the support members  
and having:

an upper barrier member (22) extending generally horizontally across the  
pathway when the device is in the deployed condition;

a lower barrier member (24) extending generally horizontally across the pathway  
when the device is in the deployed condition;

a plurality of linking members (26, 28A, 28B, 30A, 30B) extending between the  
upper and lower barrier members and coupled to the upper and lower members effective  
to transfer a restraining force applied to at least one of the upper and lower members to  
the vehicle when the vehicle is engaged to the flexible barrier,

wherein on either side of a barrier median, in at least an area starting about a foot (0.3 m)  
from the median and continuing to at least about four feet (1.2 m) from the median measured  
along the lower barrier member, each of the linking members extends between the upper and  
lower barrier members other than parallel to the median and leave one or more large gaps in the  
barrier effective so that a vehicle tire overriding the lower barrier member and any lower portion  
of any linking member will encounter such a gap and, thereby be unable to draw the barrier  
beneath the vehicle to drive over the barrier.

2. The device of claim 1 wherein each of said linking members along said area extend  
outward from the median from the lower barrier member to the upper barrier member.

3. The device of claim 1 wherein said linking members include:

a median member (26) extending along the median;

a pair of left and right inboard members (28A, 28B); and

a pair of left and right outboard members (30A, 30B),

wherein along the lower barrier member (24) each inboard member is separated from its  
associated outboard member by a gap of at least 2 feet (0.6 m).

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4. The device of claim 1 wherein said linking members include:

a pair of left and right inboard members (28A, 28B); and

a pair of left and right outboard members (30A, 30B),

wherein a length of the upper member between associated inboard and outboard linking

5 members is less than a length of the lower member between associated inboard and outboard linking members.

5. The device of claim 1 wherein, with the net in the deployed condition, a separation between the upper and lower barrier members is between 4 and 6 feet (1.2 and 1.8 m) at the median.

6. The device of claim 1 wherein the upper, lower and linking members are formed of nylon webbing and wherein a pair of left and right polyester ropes (44) respectively span left and right ends of the upper and lower members and are respectively coupled to left and right braking mechanisms (72A, 72B).

7. The device of claim 6 actuatable from a stowed condition to the deployed condition, in the stowed condition, the barrier is at a height that is effective to permit a non-target vehicle to pass over the barrier as said non-target vehicle passes between the support members, the device further including a pair of left and right elastic members (42), coupled to the upper barrier  
5 member to raise the barrier from the stowed condition to the deployed condition and to maintain engagement of the barrier with the target vehicle in an initial phase of impact of the target vehicle with the barrier.

8. The device of claim 7 wherein each elastic member is coupled to the barrier by a nylon cord (40) which has a tensile rupture strength between 75 and 150 lbs (330 and 670 N) which is effective to maintain said initial phase until the barrier is securely engaged to the target vehicle.

9. The device of claim 1 wherein the upper barrier member has a length of from about 10 feet to about 14 feet (about 3.0 to about 4.3 m).

10. The device of claim 1 wherein with the device in its deployed condition and prior to vehicle impact the lower barrier member lies atop the pathway or a barrier enclosure (80) and is not, therefore, suspended.

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11. The device of claim 1 characterized in that the upper and lower barrier members are substantially housed, prior to deployment, in an enclosure (80) having a top characterized by at least one hinged cover element (82) moveable from:

a closed condition for storing the first and second elongate flexible members beneath the

5 top and protecting the upper and lower barrier members from vehicles passing over the enclosure,

to:

an open condition in which at least the upper barrier member may be deployed upward past the at least one cover element.

12. The device of claim 1 characterized in that the first and second support members are each capable of being actuated from a compressed condition to an extended condition, the device further characterized by:

a propulsion system (74A, 74B) effective to actuate said first and second support

5 members from said compressed condition to said extended condition.

13. A device for stopping a target vehicle travelling along a pathway on a terrain surface, characterized by:

first and second support members (70A, 70B); and

5 a flexible barrier (20) held between the first and second support members and having upper (22) and lower (24) members and a plurality of linking members (28A, 28B, 30A, 30B) extending between the upper and lower members, the linking members dimensioned and positioned so that a target vehicle impacting the barrier and causing a tire of the target vehicle to contact at least one of the lower member or linking members will cause such tire to override the contacting member and enter a gap from which the tire will be unable to engage further barrier  
10 members to draw the barrier under the vehicle.

14. The device of claim 13 wherein the linking members (28A, 28B, 30A, 30B) are angled so that, upon engagement of the tire with such a linking member, the tire will not be able to ride along such linking member to the upper member when the vehicle normally impacts the barrier.

15. The device of claim 14 wherein the linking members (28A, 28B, 30A, 30B) do not cross over each other intermediate the upper and lower members.

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16. The device of claim 13 wherein no linking member (28A, 28B, 30A, 30B) is angled substantially inward as it extends from the lower member to the upper member.

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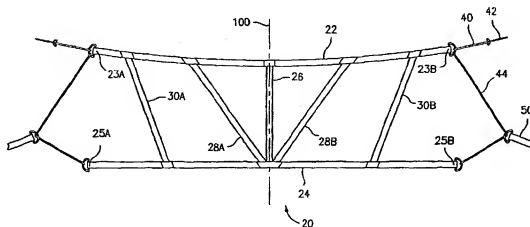
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(54) Title: VEHICLE CAPTURE BARRIER



(57) Abstract: A vehicle barrier (20) is constructed to minimize chances of being pulled over or drawn under a vehicle impacting the barrier. The provision of large gaps in the barrier both increases the likelihood of the barrier grabbing onto a portion of the vehicle which might not be achieved by a barrier having a very small mesh. The barrier members (28A, 28B, 30A, 30B) which bound these gaps are constructed at particular angles so that a vehicle tire encountering the barrier would be neither able to run up a given member or run from member to member so as to draw the barrier under the vehicle and allow the vehicle to drive over the barrier. Rather, the tires ultimately encounter the gaps and, thereafter, do not draw the barrier beneath the vehicle.

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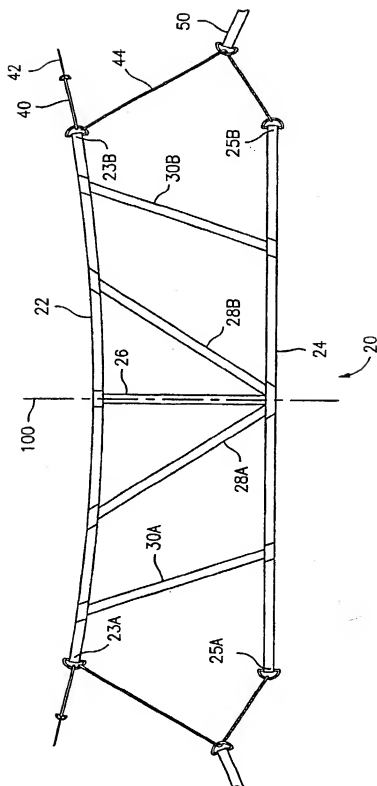


FIG. 1

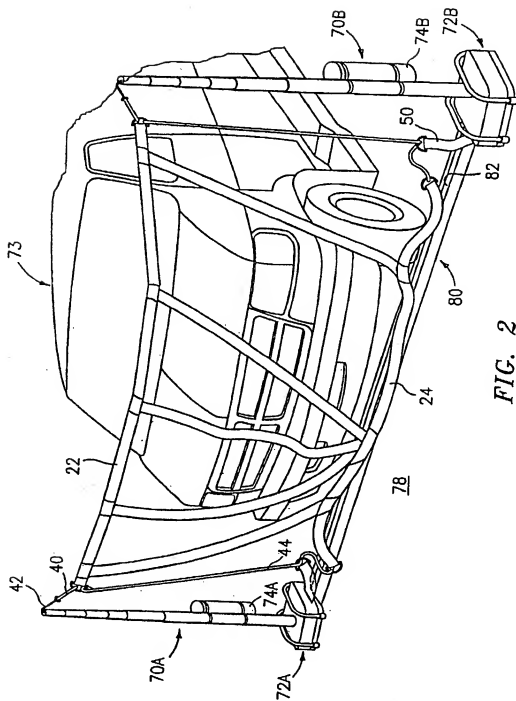


FIG. 2



COMBINED DECLARATION AND POWER OF ATTORNEY FOR JOINT INVENTORS

1. As below named joint inventors, we hereby declare that our addresses and citizenship are as stated below next to our names. We believe we are the original and first inventors of the subject matter which is claimed and for which a patent is sought on the invention entitled:

**"VEHICLE CAPTURE BARRIER"**

the specification of which:

- [ X ] was filed on July 5, 2000 as International Application Serial No. PCT/US00/18423 and amended on July 27, 2001 and entered the national phase in the United States on January 4, 2002 as Serial No. 10/019920.
2. We hereby state that we have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment specifically referred to above.
3. We acknowledge the duty to disclose information which is material to patentability as defined in 37 C.F.R. 1.56.
4. [ ] We hereby claim foreign priority benefits under Title 35, United States Code, §119(a)-(d) or §365(b) of any foreign application(s) for patent or inventor's certificate or §365(a) of any PCT international application(s) designating at least one country other than the United States of America listed below and have also identified below any foreign application(s) for patent or inventor's certificate or any PCT international application(s) designating at least one country other than the United States of America filed by us on the same subject matter having a filing date before that of the application(s) of which priority is claimed:

Country	Application Serial No.	Date of Filing (day, mo., yr.)	Priority Claimed under 35 U.S.C. § 119	
			<input type="checkbox"/> Yes	<input type="checkbox"/> No
			<input type="checkbox"/> Yes	<input type="checkbox"/> No
			<input type="checkbox"/> Yes	<input type="checkbox"/> No

5. [ X ] We hereby claim the benefit under Title 35, United States Code, § 120 of any United States application(s), § 365(c) of any PCT international application designating the United States of America, and § 119(e) of any United States provisional application(s) that is/are listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in that/those prior application(s) in the manner provided by the first paragraph of Title 35, United States Code, § 112, we acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, § 1.56 which became available between the filing date of the prior application(s) and the filing date of this application:

Application Serial No.	Filing Date	Status
60/142365	July 6, 1999	abandoned

6. We hereby declare that all statements made herein of our own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

7. As named inventors, we hereby appoint the practitioners at Customer Number 27267:



27267

PATENT TRADEMARK OFFICE

to prosecute this application and transact all business in the Patent and Trademark Office connected therewith.

8. Please send all correspondence to the above-mentioned Customer Number.
9. ☐ As named inventors, we hereby appoint the attorneys listed in paragraph 7 as our domestic representatives for the invention identified in paragraph 1 with full power of substitution and revocation, to transact all business in the U.S. Patent and Trademark Office and in the U.S. courts in connection therewith. They also designated as domestic representative on whom process or notice of proceedings affecting the application or patents issuing therefrom may be served.
10. ☒ We hereby authorize the U.S. attorneys named in paragraph 7 to accept and follow instruction from GENERAL DYNAMICS OTS (AEROSPACE) INC. as to any actions to be taken in the U.S. Patent and Trademark Office regarding this application without direct communication between the U.S. attorneys and us. In the event of a change in the persons from whom instructions may be taken, we will notify the U.S. attorneys.

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